

**Claim Amendments**

1. (Currently amended) A method comprising the steps of:

obtaining a measured fluid pressure near which is in direct fluid communication with  
a fluid filter in an internal combustion engine;

determining a value based on engine speed and engine load;

comparing the measured fluid pressure to the value, yielding a compared pressure;

when the compared pressure exceeds an established value, indicating that a  
potential fluid filter problem is present.

2. (Previously presented) The method of claim 1, wherein the value is based on  
engine speed, engine load, and fluid temperature.

3. (Previously Presented) The method of claim 1, further comprising the step of  
activating at least one timer based on indication of the presence of a potential fluid  
filter problem.

4. (Previously Presented) The method of claim 1, wherein the fluid is at least one of  
gasoline, diesel, and oil.

5. (Previously Presented) The method of claim 1, wherein the measured fluid  
pressure is taken near an outlet of the filter.

6. (Previously Presented) The method of claim 1, wherein the measured fluid  
pressure is taken near an inlet of the filter.

7. (Currently amended) A method comprising the steps of:

obtaining a measured fluid pressure near which is in direct fluid communication with  
a filter in an internal combustion engine;

determining a value that is a function of engine speed and engine load;

determining a difference between the value and the measured fluid pressure; and

determining whether to indicate a warning condition for the filter based on the  
difference.

8. (Previously Presented) The method of claim 7, wherein the measured fluid  
pressure is taken near an outlet of the filter.

9. (Previously Presented) The method of claim 7, wherein the measured fluid  
pressure is taken near an inlet of the filter.

10. (Previously presented) The method of claim 7, wherein the value is based on  
engine speed, engine load, and fluid temperature.

11. (Original) The method of claim 7, further comprising the steps of comparing the  
difference to at least one predetermined value, and activating at least one timer  
based on the difference.

12. (Original) The method of claim 7, further comprising the step of indicating the  
warning condition.

13. (Previously presented) The method of claim 7, further comprising the step of  
communicating the warning condition to a radio frequency transmitter for  
transmission to a remote location.

14. (Currently amended) An apparatus comprising:

a pressure sensor arranged and constructed to measure a pressure of a fluid ~~near~~ which is in direct fluid communication with a filter for the fluid of an internal combustion engine, yielding a measured fluid pressure;

an engine control module arranged and constructed to determine a value based on engine speed and engine load and to compare the value to the measured fluid pressure, and based on results of the comparison, to indicate a warning condition for the filter.

15. (Previously Presented) The apparatus of claim 14, wherein the pressure sensor is located in the fluid near at least one of a discharge of the filter and an inlet of the filter.

16. (Previously Presented) The apparatus of claim 14, further comprising a display for indicating the warning condition for the filter when the results of the comparison exceed an established value.

17. (Previously presented) The apparatus of claim 14, wherein the value is based on engine speed, engine load, and fluid temperature.

18. (Previously Presented) The apparatus of claim 14, further comprising a timer arranged to be activated based on the results of the comparison.

19. (Previously Presented) The method of claim 1, wherein the potential fluid filter problem is at least one of an obstruction, a restriction, and clogging in the filter.

20. (Previously Presented) The method of claim 1, wherein the potential fluid filter problem causes an imminent loss in engine performance.